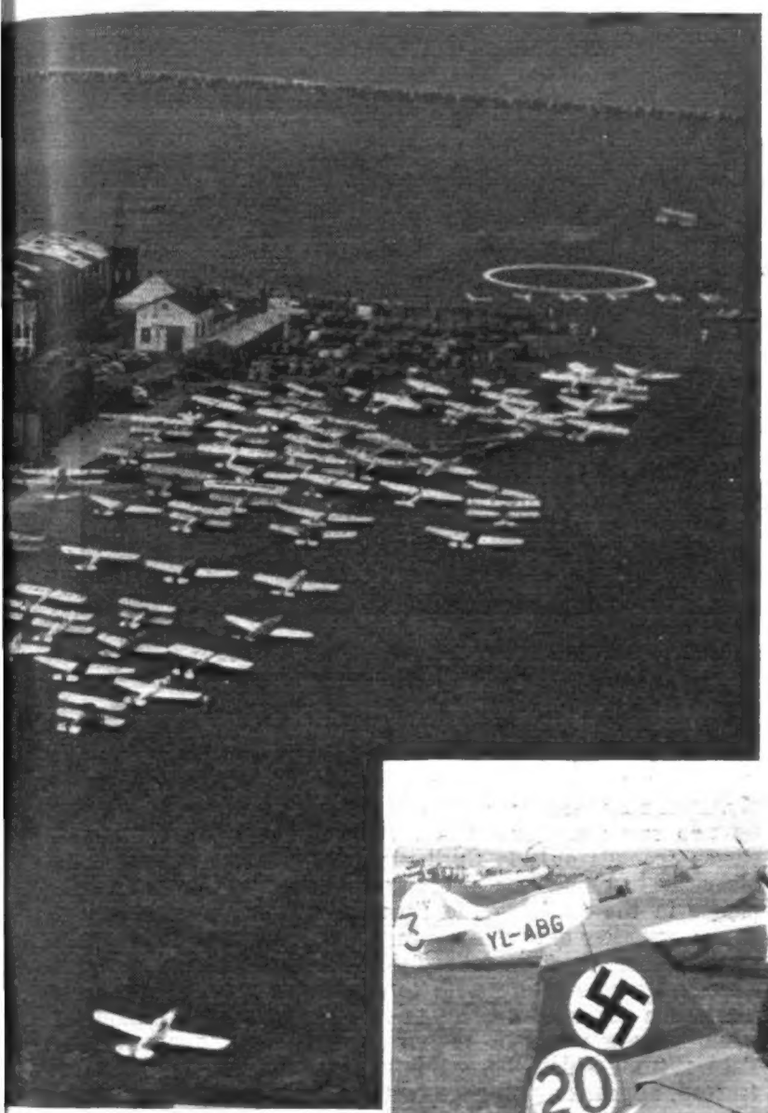
INTERNATIONAL



The best machinery is always silent and unobtrusive. While Mr. W. E. Davis did his work in the control hut and at the microphone, Mrs. Davis found time to speak to all and sundry while rushing hither and thither; and the extent of the preliminary work could only have been imagined. It would obviously be impossible to mention all the names of those who were responsible for the organisation.

The real events of the two-day meeting began with the first heat of the Cinque Ports Wakefield Cup race, for which there were twenty-one entrants and sixteen starters—eight in each heat. Previously, however, Messrs. Dowson (Hornet Moth) and Mistry (B.A. Swallow) had respectively won the British and foreign arrival competitions for which thirty-two optimists put down within a quarter of an hour of the three-quarters allowed. Mr. Mistry (hardly foreign since he is one of the Bombay Club pilots now over here) landed within twenty seconds of the zero moment, which, for the benefit of the unsuccessful, may be given as 21 min. 10 sec. after midday.

The Speed Bug Bites

The course for the race (heats on Saturday—final on Sunday) was such that, in better visibility, it would have been possible to see the competitors almost all the way round, and the turning point on the aerodrome itself gave the spectators everything for which they could wish in the way of high-speed close-ups. Basically a four-sided affair, this course was given a little kink at the aerodrome so that the competitors were forced to go from one steep bank to another in a high-speed S-turn at that point. The turning points were at Lympne (car), Summerhouse Hill (pylon), Haskinglea (white board), Addington (pylon), and on a field to the west of the aerodrome, the last being marked with a flag. The lap distance was 16.5 miles, or thereabouts, and three laps were covered in each of the heats and the final.

Some idea of the number of visiting machines can be obtained from the aerial view of Lympne and the machine park at the top of the page. Other machines were scattered about the aerodrome or were in the air when this picture was taken, and more were to arrive. On the left is M. Bandinideks Karlis who was second with the Latvian V.E.F. J.12, while above are the two leading machines, the Klemm in the foreground and the V.E.F. on the left. Two of the four Gauntlets at the meeting may be distinguished in the background.

Unfortunately for amateur tipsters practically all the handicap-beaters were in the second of the two heats, and the eventual result came as a surprise to the majority of the spectators. Everyone thought that the Klemm 35 stood as good a chance of winning as any, but on the heat showings it appeared that G. de Havilland's T.K.2 might be placed second, with either the special Hawk Major (entered by Mrs. Davis and flown by Mr. A. J. S. Morris, the club's chief instructor), the Latvian V.E.F. J.12 (a very fast machine with a Cirrus Minor engine) or Henshaw's Mew Gull in third place.

In fact, the second-heat leaders, almost *en masse*, beat the